Building at Morris Heights for the Steamers Aphrodite and Kana-

Colonel Oliver H. Payne, N.Y.Y.C., saving a large tender for his steam yacht Seabury & Co., Morris Heights, N. Y Inches heart and 2 feet 6 inches draught The hull will be double planked and ainted white. The deck and general

painted white. The deck and general trimmings will be of teakwood. Electric lights will be fitted in the motor compartment, to the owner's quarters aft and for the running light. The cushions throughout will be cork filled and may be used for life preservers if necesary.

The motive power will be a six cylinder four cycle 6 inch by 6 inch Speedway engine, and the builders' guarantee calls for seventeen miles an hour, which it is thought may be somewhat exceeded. The tender will be ses worthy and comfortable. For the stoam yacht Kanawha, owned by Mr. A. Baudouine, N.Y.Y.C., the same company is building a motor boat 20 feet long and with generous beam. It will be fitted with a Speedway engine and rom fifteen to sixteen miles an hour has been guaranteed. The company will extibit this boat at the Motor Boat Show p Madison Square Garden next month, in addition to other boats.

YACHTS GIVEN ATTENTION.

The big schooner yachts, the Elena, owned by Mr. Morton F. Plant. N.Y.Y.C., and the Enchantress, owned by Mr. William E. Iselin, N.Y.Y.C., are in winter berths at the yards of the Greenport Basin and Construction Company, Greenport, N. Y., each being on one of the company's railways.

All winter long these racing yachts are given attention, the Elena being in charge of her skipper, W. S. Dennis, and the Enchantress in charge of her skipper, Oliver B. Smith.

Last week the bottom of the Enhantress was being scraped and emented, and slight alterations were eing made by the Greenport Company to ne iron work of the Elena's bowsprit eel. Both of these boats are expected he in commission in the earliest weeks the coming yachting season.

MORRIS Y.C. OFFICERS.

The Morris Yacht Club at its recent anual meeting elected the following officers

continued the following officers for the year:—
Commodore, E. F. Delavante; Vice Commodore, J. H. Hack; Rear Commodore, A. Buchholz: Treasurer, W. G. Mohre; Recording Secretary, E. Roberts, Jr.; Corresponding Secretary, J. H. Hack, Jr.; House Committee, William Neubeck, chairman; W. J. Hauser, F. J. Robinson, R. Symmers and B. C. Pfeiffer, Mooring and Ways Committee—G. T. Isbell, William, Neubeck, and R. Symmers, Regatta munitiee—J. G. Hawthorn, W. Neubeck, B. C. Pfeiffer, J. Belgard and F. J. Robinson, Board of Directors—A. Schorske, D. Roberts, Jr.; J. G. Hawthorn, B. C. Pfeiffer, F. J. Robinson and J. Belgard. Corinthian Yacht Racing Union—B. C. Pfeiffer, William Neubeck and A. Schorske, The annual dinner of the club will take place this evening at 128th street and

this evening at 128th street and

napolis, boxed away and allowed to rot, ure the flags won in military and naval enougements that have reflected great honor on America. They are to be rescued now and preserved. Full story in the MUNDAY NEW YORK HERALD, Jan-

YACHTING NOTES.

The faunch Violette has made one of he longest non-stop cruises on record in outh American waters. Towing a nineteen foot centreboard dinghy carrying application, she went from Asuncion in Para-guay, to Buenos Ayres—the distance by river is 1,333 miles—in eighty-seven hours. The auxiliary orig rigged yacht Wild uck, Mr. Paul E. De Fere, N.Y.Y.C., is Summers & Payne's yard, Southampton, ngland, receiving new work.

By the way, in these days of zero meather hereabouts, it is pleasant to note that the Royal Yacht Club of Victoria, tralla, is now holding an interstate

"British yachtsmen," says the Yachting World, of London, "were favored by ex-ceptionally fine weather in 1911, and the days of wild winds and welter seas were few and far between."

The contract for six of the Corinthian Y.C., of Marblehead, one design boats from the designs of Mr. John G. Alden, of Boston, have been given to Stearns & McKay, of Marblehead. The boats will be 14 feet 3 inches over all.

Lawley & Son are building nineteen U-foot one design boats for members of the Eastern Yacht Club.

s schooner yacht Princess to Mr. J. F. ofoot, of Omaha, Neb. Her new owner it make his summer headquarters on nobscot Bay, Me.

he Cat, the Rustler, the Trade Wind, Panama, the New Josie, the Majestic, North Wind and the Alfa are among names of new motor boats reported ently by the Bureau of Navigation.

AUTOMOBILES.

Broadway Auto Exchange Autos-The 'Finest'-Sacrificed New York's Automobile Bargain Establishment 'Par Excellence,'

Never so many good bergeine as now,
Owners want cash to buy new Cars.

For Cash, or on Easy Payments paults, Touring and Town Cars; Packards ce. Peerless, Palmer-Singer, Town Cars and Siex, Marcedes, Chaimers, Slient Knight, er, Locomobiles, Cadillace, Pone-Hartfords, olls, Oldsmobiles, Thomates, Buicks, Limousine, Marwells, Stoddard-Daytons, Reo Limousine, Marwells, Steddard-Daytons Loslers, Italias, Fifteen Light Delivery Autos, \$350 to \$800. 200 other unusual opportunities, Every Style Body At Ridiculously Low Prices Examinations invited. Demonstrations che given: "Square Deals."

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Modern Great Western Cutting Velle Cole Packers Paige-Detroit Gramm Atterbury Lion Eclipse Brooks

Universal Walker Middleby Stuyvesant Sullivan A tlantic Lauth-Juergens Sanford Havers De Tamble Paterson Ottomobile

TOTEW YORK is crowded with people who have come to town especially for the Automobile Show-that annual opportunity to save a million steps in making comparisons and perhaps the final selection. Visitors who go home without seeing all the cars are getting only half the possible returns from their trip.

All of the Passenger Vehicles and more than fifty per cent of the Commercial Vehicles now on exhibition in New York are at New Grand Central Palace-the home of all future automobile shows in the Greater City, conducted under the auspices of the National Association of Automobile Manufacturers, Inc., the only national body of automobile makers in existence.

There are Passenger and Commercial Vehicles in one show-the latest in design and equipment-mapy never before exhibited in New

To take home an intelligent idea of the entire motor car situation for 1912 one must see the National Show at New Grand Central Palace.

NEW GRAND CENTRAL PALACE IS LEXINGTON AVENUE AND FORTY-SIXTH STREET S. A. MILES, MANAGER



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Garden Truck Show This Week The Speedwell Motor Car Co. DAYTON, OHIO

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TIMES SQ. AUTO CO.,

AUTOMOBILES.

AUTOMOBILES.



Road Locomotive—All Steel

coaches-or better still, the locomotive-all Alco trucks at the Garden Show are well nigh indestructible. Scarcely a stick of wood is found above the wheels-the spokes of the wheels are of wood, because wood is resilient.

Bodies are steel; driver's compartment steel, as well as floorboards, footboards, seat, seat back, seat frame, radiator boards, and so onbuilt by the Hale & Kilburn Co., of Philadelphia.

There is nothing left to burn, nothing to wear loose, rattle or squeak. Nothing left to mark the truck as belonging to the provincial or prehistoric era of the motor freight vehicle. The Alco truck is now a locomotive-A ROAD LOCOMO TIVE-with a factor of safety 25 PER CENT GREATER THAN IN THE AVERAGE RAIL LOCOMO-TIVE

Eliminating the wood in the Alco truck-or any truck-is like eliminating the wood in a railway coach. The life of the truck is greater. The truck is stronger. The truck is cleaner-neater-and the engineering is improved.

Time, also, is saved. By unscrew-

ing eight accessible nuts the entire portion of the truck above the power plant comes off instantly. It can be taken off leisurely in eight minutes; a good man can do it single handedly in five.

But this will seldom be necessary, for the new Alco motor rarely needs attention. The valves are enclosed: the motor is dust proof; it runs as consistently as a fine watch.

The motor in an Alco truck in the service of the Adams Express Company of Philadelphia ran 144 hours without stopping-it was the week before Christmas, when traffic was

An Alco truck in the service of the United States Express Company of New York has run-without the motor once stopping-since Saturday, January 6, 5 A. M. It has already broken the Alco's previous world's non-stop record of 168 hours.

These are actual BUSINESS tests. You can see the Alco motor operating at the Alco exhibit. A mechanic's knowledge will not be necessary to enjoy it.

Your visit will be doubly profitable, for the new steel bodies and steel equipment will indicate to you the alertness, the progressiveness of the Alco builders.

To be found at the Garden Show at the end of the aisle on the right, main floor.

AMERICAN LOCOMOTIVE COMPANY, - 1886 Broadway, NEW YORK Builders also of Alco 6-cylinder and 4-cylinder Motor Cars and Alco Taxicabs

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Limousines and up to \$250 Landaulets and Taxis: \$100 50 \$350 "Arena" 124 to 130 West 56th Body Department of Broadway Auto Exchange.

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FOR SALE—Six cylinder Lecomobile, 1911, tour, ing body, perfect condition; covers never of Seatty Stock Yards, Weehawken, Stock Yards, Weehawken, N. J. JAMES EMSLIE HORSE CO., tel., 11—Boboken, Stock Yards, Weehawken, Weehawken, Weehawken, Stock Yards, Weehawken, Weehawken

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1911 ITALA, 20 H. P., 1911 STEVENS, BIG 6. with limousine and touring bodies. 1910 FIAT, 45 H. P.,

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BREWSTER two man speed Sleigh, 335 (behinding beautiful bear Robe; one man speed Sleigh, 29, cost \$175, PRIVATE, 126 West 55th. PRIVATE, 126 West 55th. Per live, 1908 Sugary and Harness, J. F. MURPH, Edgewater, N. J., Botel.

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